

Amendments to the Claims

This listing of claims will replace all prior versions, and listings of claims in the application.

1. (Currently amended) A seating unit (1) for a vehicle, the seating unit comprising a pair of seats (2a, 2b) facing in opposite directions with each seat (2a; 2b) comprising a seating space (Xa; Xb) for receiving ~~the a~~ a seated body of ~~an a~~ a human occupant and an extension space (Ya; Yb) in which ~~the~~ the legs of ~~an the~~ the occupant may be placed, the seats being positioned each side of a longitudinal axis (B - B) of the seating unit (1) with the seating space of one (Xa; Xb) extending over the longitudinal axis (B - B) at the extension space (Yb; Ya) of the other; ~~characterised in that~~ wherein either of said seats (2a; 2b) has a seat axis substantially parallel to said longitudinal axis (B - B) and each seat (2a; 2b) comprises a back portion (7) and a seating portion (8; 70), said seating portion being movable with said back portion to allow said back portion to move between an upright position and a fully reclined position in which said seating portion and said back portion form a flat surface.

2. (Original) A seating unit according to claim 1, wherein the pair of seats (2a, 2b) is arranged so that one of the seats (2a) will face substantially forward when fitted in a vehicle and the other of the seats (2b) will face substantially aft.

3. (Original) A seating unit according to claim 1, wherein each of the seats (2a, 2b) includes an arm rest (10a), with the arm rest of one of the seats (2a) arranged along a common axis with the arm rest of the other seat (2b).

4. (Original) A seating unit according to claim 3, wherein the common axis is substantially coincident with the longitudinal axis (B - B) of the seating unit (1).

5. (Original) A seating unit according to any of claims 1 to 4, wherein the pair of seats (2a, 2b) are contained within a housing or each seat is contained within a respective housing (16, 6), the housing or housings bounding the seating spaces (Xa, Xb) and the extension spaces (Ya, Yb), and forming a wall (16a, 6a) between the seats (2a, 2b), which wall is offset with respect to the longitudinal axis (B - B) of the seating unit (1).

6. (Cancelled) A seating unit (1) according to any of claims 1 to 4, in which each of the seats (2a; 2b) comprises a back portion (7) and a seating portion (8; 70) and wherein the seating portion of each seat is movable to allow the back portion of each seat to be reclined.

7. (Currently amended) A seating unit (1) according to ~~claim 6~~ any of claims 1 to 4, further comprising a secondary unit (5; 50; 60; 74; 80) in each of the extension spaces (Ya; Yb), said secondary units being spaced from and positioned to face the respective seats (2a; 2b).

8. (Currently amended) A seating unit (1) according to claim 7, wherein ~~the seating portion (8) of each seat (2a; 2b) is movable to a fully extended position to allow the back portion (7; 70) to recline to a fully reclined position so that~~ when said back

portion is in said fully reclined position, said seating portion is in a fully extended position, in which together the secondary unit (5; 50; 60; 74; 80), the seating portion (8) and the back portion (7; 70) form a flat surface.

9. (Previously presented) A seating unit (1) according to claim 1, wherein the seating unit is for an aircraft.

10. (Previously presented) A seating unit as claimed in claim 5, wherein the seats (2a, 2b) are positioned adjacent to each other such that the seating space (Xa, Xb) in one of the seats is larger than the extension space (Ya, Yb) in the other of the seats.

11. (Withdrawn) A seating unit as claimed in claim 6, wherein the seating unit is for an aircraft and the back portion (7; 70) and seating portion (8) are movable together to a plurality of different positions including a take-off position at which the seating portion is inclined to the floor of the cabin to compensate for the take off angle of the aircraft.

12. (Withdrawn) A seating unit according to claim 11, wherein the seat is for facing aft when fitted in an aircraft cabin.

13. (Withdrawn) A seating unit as claimed in claim 11, wherein the seating unit is drivable between a plurality of different positions, including said take-off position in which the seating portion (8) is inclined to the floor of the cabin to compensate for the take-off angle of the aircraft and in which the back portion (7; 70) is

partially reclined, the take off position being between a fully reclined mode in which the back portion is fully reclined and a fully upright mode in which the back portion is fully upright.

14. (Withdrawn) A seating unit according to claim 13, wherein the seating portion (8) is less inclined to the horizontal when the seating unit is in the fully upright mode than when the seating unit is in the take-off position.

15. (Withdrawn) A seating unit as claimed in claim 1, further comprising latching means for latching the seating unit in the take off position during take-off.

16. (Withdrawn) A seating unit as claimed in claim 9, further comprising a secondary unit (5; 50; 60; 74; 80), the secondary unit comprising:

a pad (51; 72) mounted on an elongate support (52; 78; 81; 82), the support being of variable height, whereby the elevation of the pad above a floor of the aircraft can be altered.

17. (Withdrawn) A seating unit according to claim 16, wherein the pad (51; 72) is supported for rotation in a plane substantially parallel to that of the floor of the aircraft.

18. (Withdrawn) A seating unit according to claim 16, wherein the pad (51) is mounted to the support (52; 78; 81; 82) for pivotable movement about an axis

substantially perpendicular to the support between a deployed position and a latched position.

19. (Withdrawn) A seating unit according to claim 18, wherein the pad (51; 72) in the deployed position is substantially parallel to the aircraft floor and in the latched position is substantially perpendicular to the aircraft floor.

20. (Withdrawn) A seating unit as claimed in claim 16, wherein the support (52; 78; 81; 82) comprises means arranged to lower the pad when a load in excess of a predetermined maximum is applied to the secondary unit.

21. (Withdrawn) A seating unit as claimed in claim 16, wherein the secondary unit (5; 50; 60; 74; 80) faces one of the seats (2a, 2b).

22. (Withdrawn) A seating unit as claimed in claim 21, wherein the seat (2a, 2b) is reclinable to a position in which the seat and secondary unit (5; 50; 60; 74; 80) cooperate to form a flat surface.

23. (Withdrawn) A seating unit as claimed in claim 21, wherein the seat (2a, 2b) is movable between a retracted position and an extended position and the secondary unit (74) is movable into and out of alignment with the seat and further comprising a secondary unit actuator (73) arranged to move the secondary unit into alignment with the seat, when the seat is moved towards the extended position.

24. (Withdrawn) A seating unit according to claim 23, wherein the secondary unit actuator comprises a projection (73) that extends forwardly from the seat (2a, 2b) which projection contacts the secondary unit when the seat is moved towards the extended position.

25. (Withdrawn) A seating unit according to claim 24, wherein the seating unit comprises a carriage (71) for moving the seat (2a, 2b) and where the projection (73) extends forwardly from the carriage.

26. (Withdrawn) A seating unit according to claim 25, wherein the seating unit comprises tracks (72a, 72b) mountable to an aircraft floor for the carriage to move along to move the seat, with the projection (73) extending from the carriage along one of the tracks.

27. (Withdrawn) A seating unit according to claim 23, wherein the secondary unit comprises a base (77) mountable to an aircraft floor for rotation in the plane of the aircraft floor and wherein the secondary unit actuator (73) is arranged to contact the base (77) to rotate the secondary unit into alignment when the seat (2a, 2b) is moving towards the extended position.

28. (Withdrawn) A seating unit according to claim 23, wherein the seat comprises a reclinable back portion (70) and a seat portion (8) and when the seat is in the extended position the back portion, seat portion and the secondary unit together form a substantially flat surface.

29. (Currently amended) A seating unit as claimed in any one of claims 1 to 4, wherein the seats (2a, 2b) are each provided with an in-flight entertainment unit (15a, 15b) comprising):

a housing (20); and

a monitor (21) supported on the housing (20) by a support arm (21a) , the support arm being rotatable about the housing to move the monitor between a stored position and a viewing position and the monitor being rotatable about the support arm to vary a viewing angle when in the viewing position.

30. (Previously presented) A seating unit according to claim 29, further comprising a cocktail table (24) mounted on the housing (20) and movable between deployed and undeployed positions.

31. (Previously presented) A seating unit according to claim 29, further comprising one or more of a computer power point (23), an audio output jack (22) and a condition indicator.

32. (Cancelled) An in-flight entertainment unit comprising in a self-contained unit which facilitates maintenance of the unit two or more of the following, namely:

a monitor;

a computer power point;

a cocktail table;
a condition indicator; or
an audio output jack.

33. (Previously presented) A seating unit as claimed in claim 29, wherein the entertainment unit (15a, 15b) for one seat (2a, 2b) is mounted in a housing (20) associated with the other seat (2a, 2b).

34. (New) A seating unit as claimed in any of claims 1 to 4, wherein the seating unit is for an aircraft and the back portion (7; 70) and seating portion (8) are movable together to a plurality of different positions including a take-off position at which the seating portion is inclined to the floor of the cabin to compensate for the take-off angle of the aircraft.

35. (New) A seating unit according to claim 34, wherein the seat is for facing aft when fitted in an aircraft cabin.

36. (New) A seating unit as claimed in claim 34, wherein the seating unit is drivable between a plurality of different positions, including said take-off position in which the seating portion (8) is inclined to the floor of the cabin to compensate for the take-off angle of the aircraft and in which the back portion (7; 70) is partially reclined, the take-off position being between said fully reclined position in which the back portion is fully reclined and a fully upright position in which the back portion is fully upright.

37. (New) A seating unit according to claim 36, wherein the seating portion (8) is less inclined to the horizontal when the seating unit is in the fully upright position than when the seating unit is in the take-off position.

38. (New) A seating unit as claimed in claim 1, further comprising latching means for latching the seating unit in position in the take-off position during take-off.

39. (New) A seating unit as claimed in claim 9, further comprising a secondary unit (5; 50; 60; 74; 80), the secondary unit comprising:

a pad (51; 72) mounted on an elongate support (52; 78; 81; 82), the support being of variable height, whereby the elevation of the pad above a floor of the aircraft can be altered.

40. (New) A seating unit according to claim 39, wherein the pad (51; 72) is supported for rotation in a plane substantially parallel to that of the floor of the aircraft.

41. (New) A seating unit according to claim 39, wherein the pad (51; 72) is mounted to the support (52; 78; 81; 82) for pivotable movement about an axis substantially perpendicular to the support between a deployed position and a latched position.

42. (New) A seating unit according to claim 41, wherein the pad (51; 72) in the deployed position is substantially parallel to the aircraft floor and in the latched position is substantially perpendicular to the aircraft floor.

43. (New) A seating unit as claimed in claim 39, wherein the support (52; 78; 81; 82) comprises means arranged to lower the pad when a load in excess of a predetermined maximum is applied to the secondary unit.

44. (New) A seating unit as claimed in claim 39, wherein the secondary unit (5; 50; 60; 74; 80) faces one of the seats (2a, 2b).

45. (New) A seating unit as claimed in claim 44, wherein when said back portion is in said fully reclined position, said secondary unit (5; 50; 60; 74; 80) cooperates with said back portion and said seating portion to form said flat surface.

46. (New) A seating unit as claimed in claim 44 or 45, wherein the secondary unit (74) is movable into and out of alignment with the seat and further comprising a secondary unit actuator (73) arranged to move the secondary unit into alignment with the seat, when the seating portion is moved towards said fully reclined position.

47. (New) A seating unit according to claim 46, wherein the secondary unit actuator comprises a projection (73) that extends forwardly from the seat (2a, 2b) which projection contacts the secondary unit when the seating portion is moved towards said fully reclined position.

48. (New) A seating unit according to claim 47, wherein the seating unit comprises a carriage (71) for moving the seating portion and where the projection (73) extends forwardly from the carriage.

49. (New) A seating unit according to claim 48, wherein the seating unit comprises tracks (72a, 72b) mountable to an aircraft floor for the carriage to move along to move the seating portion, with the projection (73) extending from the carriage along one of the tracks.

50. (New) A seating unit according to claim 46, wherein the secondary unit comprises a base (77) mountable to an aircraft floor for rotation in the plane of the aircraft floor and wherein the secondary unit actuator (73) is arranged to contact the base (77) to rotate the secondary unit into alignment when the seating portion is moved towards said fully reclined position.

51. (New) An aircraft seating unit comprising:
a pair of reclinable primary seats facing in opposite directions with each primary seat defining a seating space for receiving a seated body of a human occupant and an extension space in which legs of said occupant can be placed, the primary seats being positioned each side of a longitudinal axis of the seating unit with the seating space of each primary seat extending over the longitudinal axis at the extension space of the other, each primary seat having a seat axis substantially parallel to said longitudinal axis and each primary seat being movable between upright and reclined positions;

a secondary seat for each primary seat, said secondary seats being positioned in the extension space of the respective primary seats so as to be spaced from and face the respective primary seat and each being movable into and out of alignment with the respective primary seat; and

respective secondary seat actuators arranged to move the secondary seats into alignment with the respective primary seats when the primary seats are moved to their reclined positions.

52. (New) An aircraft seating unit comprising:

a pair of seats facing in opposite directions with each seat comprising a seating space for receiving a seated body of a human occupant and an extension space in which legs of said occupant may be placed, the seats being positioned each side of a longitudinal axis of the seating unit with the seating space of each extending over the longitudinal axis at the extension space of the other, each of said seats having a seat axis substantially parallel to said longitudinal axis and each seat having a back portion and a seating portion, said back portion being movable with the seating portion between an upright position and reclined positions; and

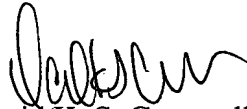
a trolley for each seat, the trolleys being connected to the seating portions of the respective seats and movable backwards and forwards for moving the seating portion whereby the back portion can be moved back and forth between said upright and reclined positions.

Conclusion

Applicants submit that they have made a full, complete and compliant response to the Notice of Non-Compliant Amendment. Prompt and favorable entry and consideration of this Response and the Amendment and Reply submitted on December 29, 2003 is, therefore, respectfully requested. If the Examiner believes that personal communication will expedite prosecution of this application, the Examiner is invited to telephone the undersigned at the number provided.

Respectfully submitted,

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